

DCA13MA120

Human Performance Factual Report

Addendum 1

Attachment 2

CBT Slides addressing use of automation seen during CRM recurrent training
by the PF, PM, and FO in 2013

(3 pages)

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CRM

Chapter 2

Tools for Effective C-R-M

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학습하기 | 2. 효과적인 CRM을 위한 기법

CRM

1 Automation

Automation

High level : Auto landing, Vnav

Medium level : Auto FLT, TH, Lnav

Low level : Auto TH

2 Disconnecting of Auto Pilot and Auto Throttle

Unusual attitude recovery

Windshear / Microburst

High altitude upset

GPWS-mode 2 "Terrain" warning

Engine failure at low altitude/low energy state

Flight instrument malfunctions

Air collision avoidance

전체화면설명

내레이션에 맞춰 순차적으로 제시

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|------|-----------|------------------|---|
| 스크립트 | naC005_02 | 교관 Instructor | #1 There are 3 levels in Automation. High level Automation for Auto landing, VNAV Middle level Automation for Auto Flight, Auto Throttle, LNAV And Low level Automation for Auto Throttle. |
| | naC005_03 | 교관 Instructor | #2 The following are situations for disengaging Auto Pilot and Auto Throttle in flight : wind shear, microburst , unsafe low altitude with terrain warning, engine failure. |

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가. Automation

1

Automation (Strengths / Weaknesses)

- Recommend to use Auto setting for overcoming aircraft malfunction situations.
- Know the limitations of Auto pilot and Throttle.
- Resolving malfunction could not be possible despite normal Auto pilot and Throttle functions.

2

"FLY THE AIRPLANE FIRST"

CRM

전체화면설명

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|------|-----------|------------------|--|
| 스크립트 | naC005_04 | 교관 Instructor | #1 If there is an aircraft problem, the Auto Pilot and Auto Throttle should be disengaged and pilot should take manual controls. The pilot should know the limitations of Automated functions to deal with the situation. #2 Pilot must remember that he has the main responsibility to resolve aircraft problems. |
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